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NING OF EACH WEEK, IF THEY ARE TO APPEAR
IN THE CURRENT NUMBER.

TRANSIENT NOTICES, FIFTY CENTS FOR EIGHT LINES,
EACH INSERTION. FOR LARGER SPACE AND PER-
MANENT MATTER, APPLY AS ABOVE.

A COPY of the obituary notice of the
late Augustus Cornwall, which was pub-
lished in our issue of May 26, has been
requested by the necrologist of Williams
College, of which institution Mr. Corn-
wall was a graduate.

Now that so many of our streets have
been cleaned to the gutters, the effect is
to make the streets seem much wider
than before. The frequent rains have
kept the dust down and the grass green,
and the village never looked more attrac-
tive than at present.

In another column will be found an
account of an outrage which for audacity,
boldness, and brutality is worthy of the
lawless regions of the frontier. Here is a
crime worse than attempted murder,
committed in broad daylight in our very
midst. Is it not incumbent upon our au-
thorities to sustain the proverbial justice
of our State and the reputation and se-
curity of our town by the most vigorous
efforts to secure and punish this infamous
wretch?

THE TELEGRAPH.

Is there any good and valid reason why
it should take longer to telegraph from
New York to Bloomfield, than from that
place to San Francisco or Berlin? There
may be, and if so, the columns of THE
CITIZEN are open to receive it, and thus
render resigned, if not satisfied, the
minds of many interested persons.

A lady residing in the city decides in
the morning to spend the day with her
Bloomfield friends, and telegraphs to be
met at the station with the carriage. In her
innocence and ignorance she thinks two
hours ample time for the transmission of
her dispatch, and proceeds serenely on
her way. On her arrival at the station
she finds no carriage, and walks three-
quarters of a mile through the snow with
a small child. While awaiting the home-
coming of her friend, who has been sent
for, she receives her own telegram. Wet
feet and a very much tried temper are the
certain results; and pneumonia, doctor's
bills, and death the pleasant possibilities.

A gentleman finds, at six o'clock in the
afternoon, that he will be unable to return
that night until late, or not at all, so he, too,
telegraphs. He arrives home about mid-
night, to find that his wife has been send-
ing the carriage to every train since the
5:30, and employing the intervals between
each one in imagining every sort of pos-
sible and impossible calamity which
might have happened to him. Next
morning while he is eating his breakfast
he receives a telegram signed by himself,
stating that he will not be home till late,
and not to send to the train.

A lady during the afternoon thinks
she would like to go to the theatre in the
evening, and telegraphs to her husband
that she will meet him in New York at
five o'clock. She is informed as she walks
into his office that he has just gone to
catch the 5:30 train. He reaches Bloom-
field and is annoyed to find no horse. His
annoyance increases with every slip and
slide on the icy walk, and when he gets
home to find neither wife nor dinner his
anger and disgust are such as no lawful
words can express. The enjoyable na-
ture of the lady's return journey and the
mutual relation of experience need not
be described. One such evening's work,
let it be observed, is enough of its kind
for a long time.

Now these illustrations of the beauties
of our telegraphic communication are
not so imaginary a nature as some
whom use the wires but seldom, may think.
They could be very largely increased and
still keep within one person's experience.
There is something very rotten in the
system, or some gross carelessness in its
execution, that renders such delays pos-
sible. As it is now, two hours is the very
least that can be relied upon for the
transmission of messages from the
office in New York to the recipient in
Bloomfield, and three hours is a safer
time. We know of one gentleman who
telephones all his messages to Orange to

be telegraphed thence. One-half hour
was all that was required the other night
to send a message from a house here to a
house in the upper part of New York
city. Why should two hours be required
from Bloomfield direct? We hope some
move will be made to rectify what is a
cripping abuse.

HOTEL WANTED.

The fire of March 9th destroyed the
only place in Bloomfield which made any
claims to being a hotel. There are sev-
eral houses licensed as inns and taverns,
which in order to procure those licenses
certified that they possessed "at least
two spare beds more than are necessary
for the family's use, and are well provid-
ed with house room, stabling, and pro-
vider." whether those certificates are
true in all cases, we cannot undertake to
say; but even if they are true, it is clear
that no one of them can be considered a
hotel.

What this town and every similar
place needs is a convenient and comfort-
able public house, where a good meal can
be obtained without notice, and lodgings
procured which shall be clean and quiet
and attractive. There is plenty of busi-
ness for such a house in Bloomfield, and
the want of it is a serious loss to the
place.

It is stated that travelers would prefer
to go to Newark or New York, as both
of those cities are so convenient to Bloom-
field, but that could be true only in the
case of those who intend to be in New
York early the next day. Any man who
had business here, or was desirous of re-
maining in town for a few days, would
consider it a hardship to be obliged to go
to Newark to eat and sleep.

The people who come to give entertain-
ments in the Hall would want to stay all
night; almost any speaker who came to
address a public meeting would prefer to
go to a hotel rather than be entertained
by a private family where he would be
under some obligation to consult their
convenience rather than his own.

Many summer boarders would prefer to
go to a pleasant and well managed hotel.
It is easier to procure rooms for short
times in such a house than in a boarding
house, where the proprietor wishes above
all things else to rent his rooms for the
season.

As matters are now, any individual who
is so unfortunate as to be in Bloomfield
at meal time must either go hungry or
try to satisfy himself with cakes or raw
clams—not a very inviting prospect.

The old stand on the turnpike is un-
doubtedly a good location, and if a hotel
could be erected there and run by a first
class man, no location would be better;
but the danger is great that if a public
house were rebuilt there, the new place
would be too much like the old one. We
are much better off with no public house
in town than we should be with one
whose principal business was done in
the bar-room, and whose accommoda-
tions would serve to repel rather than in-
vite patronage.

THE WATSESSING STATION.

Many are the complaints which are
now being made against the Dela-
ware, Lackawanna, and Western Rail-
road, because they do not display any
inclination to yield to the demand for a
new station at Watsessing. An investi-
gation of the facts of the case has led us
to the opinion that the railroad is very
little, if any, to blame for the continued
existence of the present insufficient and
somewhat shabby building. Whatever
may have been the sins of the D. L. &
W. in the past—and we are free to ad-
mit, they have not been few or small—the
management of late has shown a very
praiseworthy desire to meet the patrons
of its best paying piece of road more
than half way, in securing better accom-
modations. The improved stations and
platforms of Roseville and Bloomfield,
the proposed changes in Montclair, the
double track now nearly completed, and
the increased number of trains which
must certainly follow, are evidences of
this.

The same short sighted policy on
the part of a few of our citizens which
prevented Bloomfield from having a
much finer station, and a road from it to
Washington Street, now stands in the
way of the much needed improvement
at Watsessing. The time will come, if
it has not already come, when the
owners of the land needed for the putting
through of the new road to Washington
Street will repent their lack of business
foresight. We say nothing of the patri-
otic feeling which should make it a plea-
sure to sacrifice a little private interest
to the public good.

In a very polite and reasonable note,
Mr. Sloan, over his own signature, says
that he stands ready to make a move in
the desired direction, so soon as the
necessary land can be secured at a fair
price. This puts the responsibility on
the holders of the land. If they insist
upon speculative prices, the people can-
not blame the company if they are, as
they say, forced to wait for trains in a
certain kind of pen. There is no telling
how long the present somewhat un-
usually amiable mood of the Lackawan-
na officials may last; and we think no
time should be lost in taking advantage
of it.

In addition to the difficulty of securing
land, a very curious and widespread habi-
tude prevents Watsessing from securing
the consideration which its importance
warrants. We have it from the most re-
liable source, that while more than one
hundred commuters make use of its sta-
tion constantly or frequently, scarcely a

third of that number of persons buy
tickets with its name upon them. One
of the officers of the road, on being re-
monstrated with, on account of the scant
accommodations, replied in very forcible
language that they were large enough and
good enough for a place that supplied
but thirty commuters. By dint of hard
canvassing the agent was able last month
to secure forty orders for tickets. A
great number of Watsessing and Bloom-
field people buy tickets for Montclair.
The price being the same, the commuter
thinks he may as well have a ticket,
which will take him to Montclair in case
he should wish to go.

To be sure, it is a little trying to be
obliged to get out our purse, receive a
long strip of printed and punched paper,
put it carefully away, and then after-
wards get it redeemed at a station; but
since this contingency happens usually,
so far as we can learn, about once or
twice a year, it is bearable.

On the other hand, the buying of Mont-
clair tickets by Bloomfielders gives the
former an undue, fictitious importance in
the eyes of the railroad men, and propor-
tionately, but unjustly, depreciates their
estimation of the latter. A place receives
favorable treatment from a road just in
proportion to the amount of business fur-
nished by it. Let us see to it, that we re-
ceive credit for all that belongs to us.
We do not believe that many commuters
have ever thought of the matter in this
light. The present rates discriminate
unjustly against Bloomfield, and our own
citizens should not make worse what is
already bad.

MICHIGAN WANTS A RUTGERS PROFESSOR.

It has come to the knowledge of THE
CITIZEN that the University of Michigan
has just called to one of its vacant chairs
a professor in Rutgers College. Last week
a deputation from the Board of Regents,
consisting of President Angell, Hon. J. F.
Joy, and Rev. Dr. George Duffield visited
New Brunswick, and had a conference
with Professor Cooper. Their desire is
to make it plain to him that he should be
the successor of the venerated and dis-
tinguished Dr. Cocker in the chair of
Mental and Moral Philosophy at Ann
Arbor.

Professor Cooper is a Doctor of Philo-
sophy of the University of Berlin, and was
educated there and at Jena and Halle, in
Germany. He also pursued special studies
in metaphysics at Edinburgh, and was a
friend of the celebrated Dr. Calderwood,
whose recent visit to this country added
to his already high reputation. Thus Dr.
Cooper was peculiarly fitted for the
academic career he has since pursued.

He was first a professor of Greek in
Danville, Ky., in 1863, but for the past
twelve years he has held the similar chair
—of Greek language and literature—at
New Brunswick. He has also con-
tributed to many periodicals, and in per-
sonal character and pedagogic ability he
is held in high repute.

These gentlemen from Michigan have
now put before our New Jersey professor
the proposition which they were charged
to bring. They have—we understand—
represented to Dr. Cooper the import-
ance and scope of the work at Ann
Arbor, and the great necessity which
exists that a thorough and earnest-mind-
ed scholar shall occupy the vacant post
in their university.

There are two sides to every question,
and it will greatly surprise us if old Rut-
gers—whose solid and stable character is
thoroughly assured—will easily let her
professor go. It will, however, in the
ultimate analysis, be the place of the
man himself to determine his own duty.
If he prefers ease, good living, and steady
work, he will remain with us in New Jer-
sey and proceed for the future, as in the
past, to develop the ideas of the old
classic tragedians, and orators, and poets.
If he prefers to meet unimpaired material
and shape it; if he delights in the large-
ness and scope of those singularly free
and unconventional minds; if, in short,
he desires to shape and influence a very
great constituency after the manner of
the lamented man who would then be
his predecessor—he will go to Ann Ar-
bor.

Having this information, and feeling
the importance of it to the educational
interests of our own State, we take plea-
sure in communicating it to our readers.
We incline to the belief, however, that
the greater breadth of influence and the
increase of capacity for instructing the
rising minds of the time, by voice and
pen, will seriously affect Dr. Cooper's
decision.

We wish Rutgers well—but we think
that good Greek scholars are far more
numerous than earnest, and aggressive,
and thoroughly balanced metaphysical
teachers; and we are not surprised that
so large a vacancy as that left by Dr.
Benj. F. Cocker should require as good
a man as Dr. Jacob Cooper to fill it.

GRIEF, like night, is salutary. It cools
down the soul by putting out its feverish
fires; and if it oppresses her, it also com-
presses her energies. The load once gone,
she will go forth with greater buoyancy
to new pleasures.—Dr. Pulsford.

THERE ARE FEW THINGS IN THE WORLD MORE
RASPING THAN A FILE OF UNPAID BILLS.—Tale
do American.

HISTORY OF THE CROSS.

By I. M. SHEERWOOD.

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